

BEECH AIRCRAFT CORPORATION

MODELS: Beech, Army AT-10, AT-10BH, AT-10GL, AT-10GP

T.C. NUMBER: LTC-12 (Approved 4/14/47)

Eligible for Certification in Limited Category only.

(Holder of Limited Type Certificate, Leland H. Cameron, Chicago, IL.)

Engines	2 Lycomings R-680-9 or -13
Fuel	87 minimum octane aviation gasoline
Engine limits	Maximum, except take-off (Sea level) 2200 rpm (285 hp); take-off (one min.) 2300 rpm (300 hp)
Propellers	Hamilton Standard 2B20 hub; 6135A-9 blades Diameter - 8ft. 3 in. Gov. 1Q12
Airspeed limits	(See NOTE 2) glide or dive 230 mph
Maximum weight	6600 lbs.
C.G. range	18.1 percent to 26.2 MAC (gear down)
Datum	41.16 in. forward of jig point at front face of pilot's compartment which is 95 in. forward CL of spar at fuselage
MAC	90 in. L.E. MAC +72.4 in.
Other Operating Limitations	Army T.O. No. AN-01-90KB-1, 9/25/44
Certification basis	Limited Type Certificate No. 12 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Nor eligible for Export Certificate

EQUIPMENT: No equipment other than engine and propellers are specified.
However, such equipment as required CAR 43.30 for the particular

operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report required. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "Equipment" above.
- (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the CAA agent and in such form that it can be attached to the CAA Operations Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."
- (b) In the cockpit in full view of the pilot:
 - "Do not lower landing gear above 125 mph."
 - "Do not exceed 117 mph with wing flaps extended."
 - "Do not retract flaps under 100 mph if extended."
 - "Do not exceed 125 mph with cockpit enclosure open."
 - "Do not operate landing lights above 110 mph any longer than necessary."
 - "All acrobatics prohibited."

NOTE 3. The following statement must appear on the Operation Limitations, "This airplane must be operated at all times within the limitations set forth in Army T.O. No. AN-01-90KB-1 except for limitations specifically called out in Aircraft Spec. AL-12 in which case the values given in the specification must be observed. A copy of the pertinent Army T.O. and Aircraft Spec. AL-12 must be carried during flight." In all cases it will be the responsibility of the applicant to secure copies of the Army Technical and Navy Service Change orders. The CAA does not have these documents available for distribution.

NOTE 4. If any repairs or modifications are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to CAA representative to show that the modified airplane maintains the same degree of airworthiness as the original. The CAA can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the CAA.

NOTE 5. For certification for night flying the following must be accomplished:

- (a) Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent. NOTE: Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside frosted portion of the cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
- (b) Replace the tail light with a certificated unit.
- (c) If "Bright and Dim" conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for wing-tip and tail lights, or the switches should be placarded to indicate that only the "bright condition" should be used. In either case the tail light and wing-tip lights should operate on one switch.

No original NL airworthiness certificate may be issued after 9/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington, D.C. Attn: A-298.